

Section 2

Crash Participants, Injured Persons and Fatalities, 2001

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Injured Persons and Fatalities 1971 - 2001

Table 2.01 Injured Persons and Fatalities, Utah 1971-2001

The trends in injuries and fatalities for the past thirty years are shown in Table 2.01. During this time period nearly 700,000 people have been injured and almost 10,000 people have been killed in a crash.

In 2001, the injured person rate per 100 million vehicle miles traveled (MVMT) was 125.5. This was a 6% decrease from the 2000 rate of 133.6. The lowest fatality rate occurred in 2001 at 1.2. There was a 29.4% decrease in this rate from 1.7 in 2000.

Year	Million Vehicle Miles Traveled (MVMT)	Injuries	Fatalities	Injury Rate per 100 MVMT	Fatality Rate per 100 MVMT
1971	6,544	18,073	337	276.2	5.1
1972	6,969	18,261	382	262.0	5.5
1973	7,274	18,415	361	253.2	5.0
1974	7,457	16,268	228	218.2	3.1
1975	7,942	17,762	274	223.6	3.5
1976	8,420	18,315	254	217.5	3.0
1977	9,054	19,728	360	217.9	4.0
1978	9,826	21,029	376	214.0	3.8
1979	9,811	20,798	328	212.0	3.3
1980	10,645	17,828	335	167.5	3.1
1981	10,733	18,090	364	168.5	3.4
1982	10,947	17,538	296	160.2	2.7
1983	11,228	18,910	283	168.4	2.5
1984	11,642	20,487	315	176.0	2.7
1985	12,035	21,346	303	177.4	2.5
1986	12,253	21,350	312	174.2	2.5
1987	12,679	19,237	297	151.7	2.3
1988	13,263	19,066	297	143.8	2.2
1989	13,915	19,843	303	142.6	2.2
1990	14,646	20,608	272	140.7	1.9
1991	15,390	19,540	271	127.0	1.8
1992	16,263	22,490	269	138.3	1.7
1993	17,055	25,763	303	151.1	1.8
1994	18,080	28,436	343	157.3	1.9
1995	18,786	28,343	325	150.9	1.7
1996	19,433	30,711	328	158.0	1.7
1997	20,408	31,238	366	153.1	1.8
1998	21,237	30,232	350	142.4	1.6
1999	21,867	29,959	360	137.0	1.6
2000	22,517	30,086	373	133.6	1.7
2001	23,399	29,375	292	125.5	1.2
Total	421,718	689,125	9,857	163.4	2.3

Injured Persons and Fatalities 1971 - 2001

Figure 2.01 reflects the trends in rates of persons injured in crashes per 100 million vehicle miles traveled (MVMT) from 1971 to 2001. The injury rates were highest in the early 1970s.

Figure 2.01 Crash Injured Person Rates per Million Vehicle Miles Traveled, Utah 1971-2001

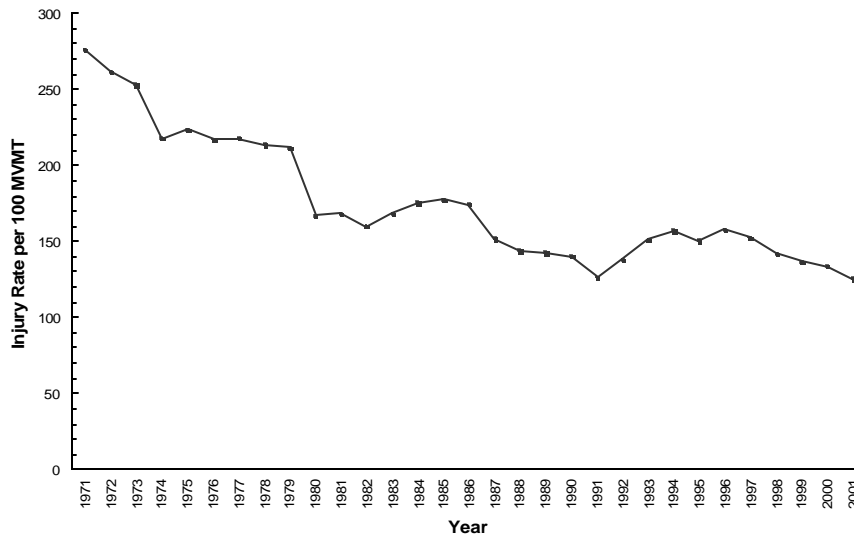


Figure 2.02 shows the trends in the rate of persons killed in crashes per 100 million vehicle miles traveled. The rate has markedly decreased from 5.5 persons killed per 100 MVMT in 1970 to 1.2 persons killed per 100 MVMT in 2001. The biggest decrease in fatalities occurred after the implementation of a 55 MPH speed limit in 1973.

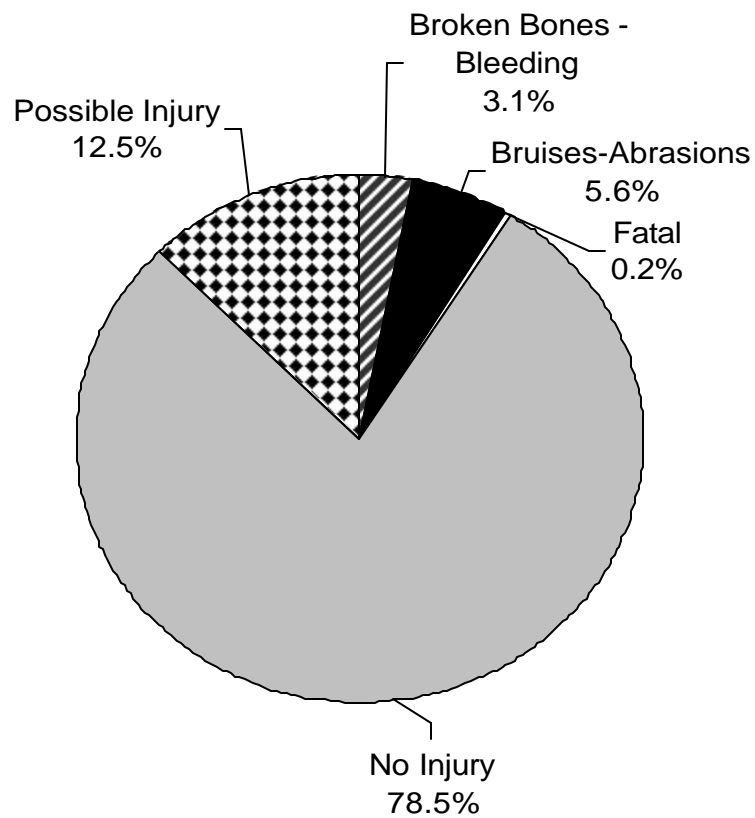
Figure 2.02 Crash Fatality Rates per Million Vehicle Miles Traveled, Utah 1971-2001



Crash Injury Severity

The majority (78.5%) of crash participants did not sustain any injury. Fatal crashes represented 0.5% of total crashes, yet a fatal injury was sustained by 0.2% of total crash participants. These facts indicate that individuals in the same crash have different injury experiences. Many factors influence injury patterns including seatbelt use, seat position, and vehicle safety equipment.

Figure 2.03 Severity of Injuries as Reported by Police, Utah 2001 (n=138,094)



Crash Participants, Injured Persons and Fatalities by County

Figure 2.04 depicts the number and rate per vehicle mile traveled of injuries for each county. The leading counties for injured persons were also Weber, Salt Lake, and Utah. For more information of crash participants, injured persons and fatalities see Table 2.02.

Figure 2.04 Injured Persons by County, Utah 2001

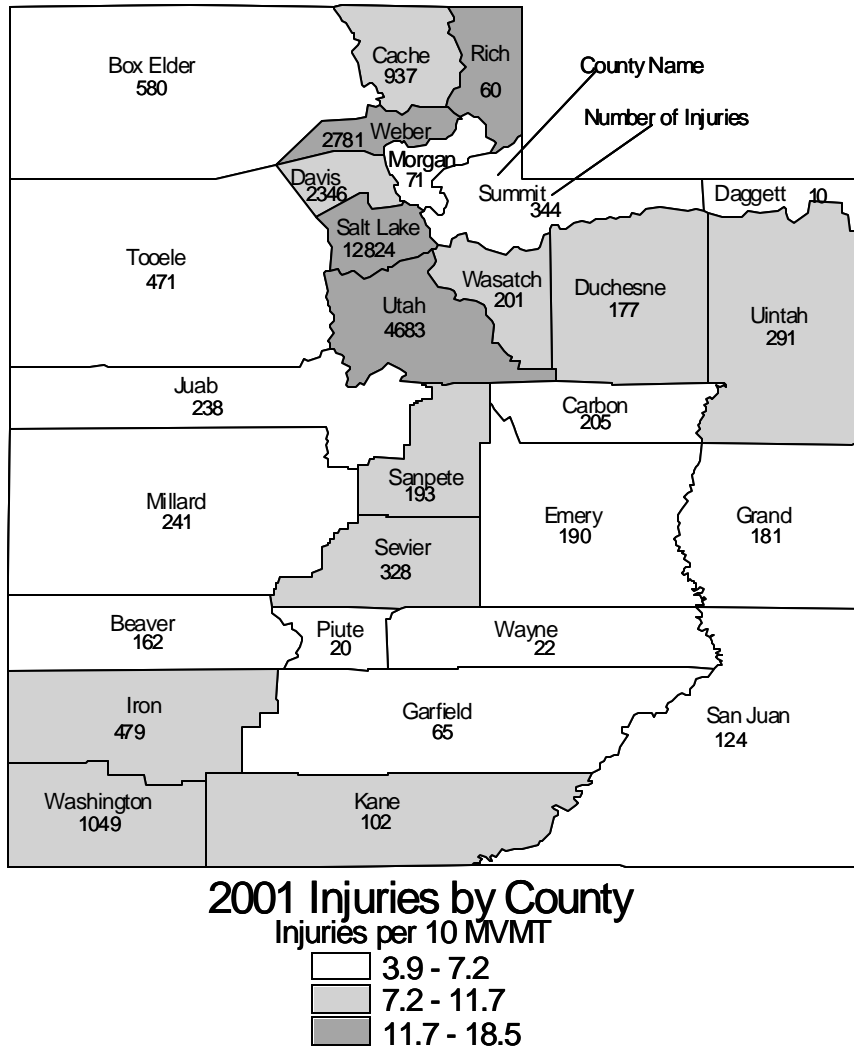


Figure 2.05 depicts the number and rate per vehicle mile traveled of crash fatalities for each county. The leading four counties for fatalities were Garfield, Duchesne, Daggett, and San Juan. For more information of crash participants, injured persons and fatalities see Table 2.02.

Figure 2.05 Crash Fatalities by County, Utah 2001

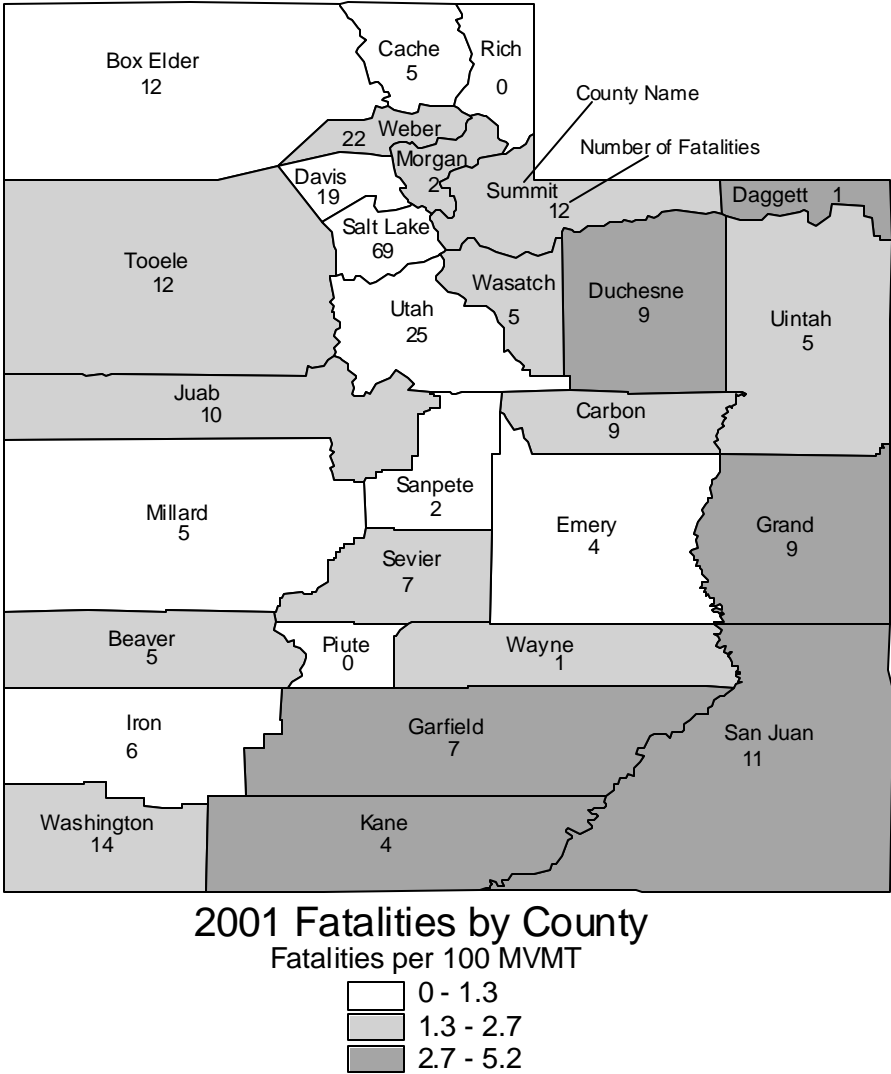


Table 2.02 shows the rates of crash participants, injured persons and fatalities for each county. Two different rates are given in Table 2.02; one based on miles traveled in the county and another on the population of the county.

Table 2.02 Crash Participants, Injured Persons and Fatalities by County, Utah 2001

County	Crash Participants			Injured Persons			Crash Fatalities		
	#	Rate Per	Rate Per	#	Rate per	Rate Per	#	Rate per	Rate Per
		10,000	10,000		10	10,000		100	10,000
	MVMT	Population		MVMT	Population		MVMT	Population	
Beaver	641	2.8	909.9	162	7.2	230.0	5	2.2	7.1
Box Elder	2,330	2.5	536.6	580	6.2	133.6	12	1.3	2.8
Cache	5,424	6.8	573.3	937	11.7	99.0	5	0.6	0.5
Carbon	882	2.6	382.2	205	6.1	88.8	9	2.7	3.9
Daggett	56	2.2	646.7	10	3.9	115.5	1	3.9	11.5
Davis	12,725	5.8	530.5	2,346	10.8	97.8	19	0.9	0.8
Duchesne	826	4.1	571.1	177	8.8	122.4	9	4.5	6.2
Emery	786	2.2	689.1	190	5.3	166.6	4	1.1	3.5
Garfield	270	2.0	560.9	65	4.8	135.0	7	5.2	14.5
Grand	602	2.1	520.8	181	6.4	156.6	9	3.2	7.8
Iron	2,210	3.8	629.3	479	8.2	136.4	6	1.0	1.7
Juab	726	1.9	872.7	238	6.4	286.1	10	2.7	12.0
Kane	387	3.1	502.9	102	8.3	132.5	4	3.2	5.2
Millard	930	2.2	711.7	241	5.7	184.4	5	1.2	3.8
Morgan	322	2.7	455.6	71	5.9	100.5	2	1.7	2.8
Piute	77	2.4	454.0	20	6.3	117.9	0	0.0	0.0
Rich	218	5.1	1,152.2	60	13.9	317.1	0	0.0	0.0
Salt Lake	59,401	7.7	668.2	12,824	16.6	144.3	69	0.9	0.8
San Juan	586	2.0	427.1	124	4.3	90.4	11	3.8	8.0
Sanpete	977	4.4	429.1	193	8.6	84.8	2	0.9	0.9
Sevier	1,135	2.8	569.4	328	8.2	164.5	7	1.8	3.5
Summit	2,044	3.2	701.8	344	5.3	118.1	12	1.9	4.1
Tooele	1,961	2.6	545.1	471	6.2	130.9	12	1.6	3.3
Uintah	1,193	3.9	474.0	291	9.6	115.6	5	1.7	2.0
Utah	21,973	7.0	622.3	4,683	14.9	132.6	25	0.8	0.7
Wasatch	1,276	4.9	858.6	201	7.7	135.2	5	1.9	3.4
Washington	5,079	5.5	566.3	1,049	11.3	117.0	14	1.5	1.6
Wayne	128	3.1	480.1	22	5.2	82.5	1	2.4	3.8
Weber	12,929	8.6	665.5	2,781	18.5	143.2	22	1.5	1.3
Statewide	138,094	5.9	623.1	29,375	12.6	132.5	292	1.2	1.3

Characteristics of Crash Participants,

Table 2.03 contains the injury levels by participant placement in the crash. Pedestrians involved in a crash were at the greatest risk for a fatal injury. In fact, pedestrians were 23 times more likely than other crash participants to sustain a fatal injury. For occupants, the back seat provided more protection than front seat passengers against fatal injury. Front seat passengers were 1.3 times more likely than back seat passengers to sustain a fatal injury.

Table 2.03 Injury Severity by Participants Placement in the Crash, Utah 2001

Participant Placement	Crash Participants		Injured Persons		Crash Fatalities	
	#	%	#	%	#	%
Driver	94,309	68.3%	18,649	63.5%	168	51.6%
Front Seat Passenger	24,184	17.5%	6,061	20.6%	53	24.0%
Back Seat Passenger	17,728	12.8%	3,148	10.7%	29	9.8%
Cargo Area	229	0.2%	61	0.2%	3	0.8%
Pedestrian	752	0.5%	682	2.3%	31	10.7%
Bicyclist	678	0.5%	625	2.1%	5	0.8%
Other	214	0.2%	149	0.5%	3	2.2%
Grand Total	138,094	100.0%	29,375	100.0%	292	100.0%

The gender breakdown of crash participants is found in Table 2.04. Over half of the crash participants were male (54.3%). While males sustained fatal injuries at a slightly higher percentage than females, female crash participants were more likely to sustain an injury than male crash participants.

Table 2.04 Gender of Crash Participants, Injured Persons and Fatalities, Utah 2001

Gender	Crash Participants		Injured Persons		Crash Fatalities	
	#	%	#	%	#	%
Female	60,732	44.0%	15,645	53.3%	108	41.5%
Male	75,019	54.3%	13,599	46.3%	184	58.5%
Missing	2,343	1.7%	131	0.4%	0	0.0%
Grand Total	138,094	100.0%	29,375	100.0%	292	100.0%

Figure 2.06 shows the age of persons involved in crashes. The largest proportion of crash participants (36.9%) were aged 15 to 24 years. Individuals over the age of 65 years represented a small proportion of crash participants. However, in the event of a crash, individuals of this age group were 3 times more likely than all other age groups to sustain a fatal injury.

Figure 2.06 Age of Crash Participants, Injured Persons and Fatalities, Utah 2001

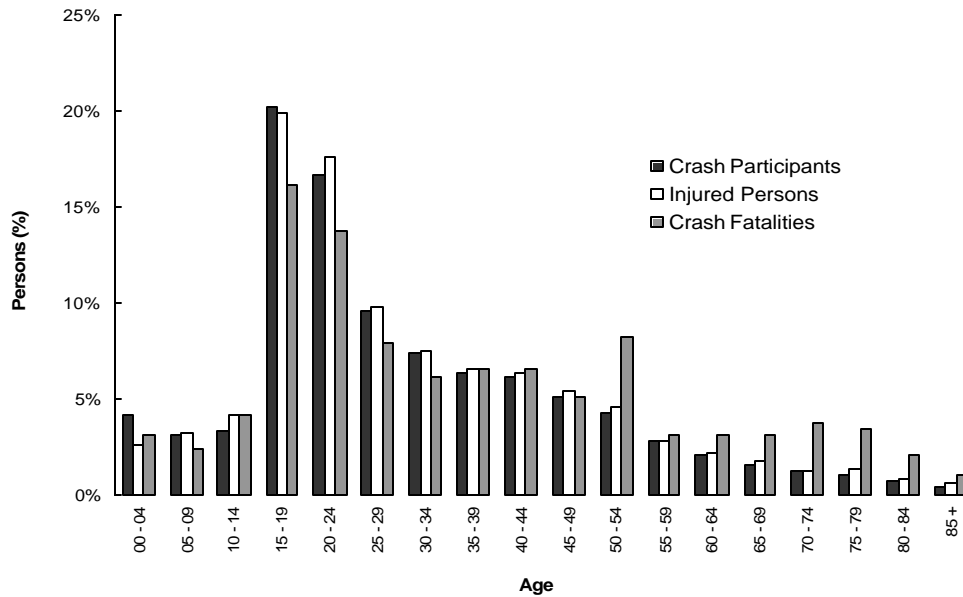


Table 2.05 Age of Crash Participants, Injured Persons and Fatalities, Utah 2001

Age	Crash Participants		Injured Persons		Crash Fatalities	
	#	%	#	%	#	%
00 - 04	5,648	4.1%	744	2.5%	9	3.1%
05 - 09	4,191	3.0%	921	3.1%	7	2.4%
10 - 14	4,600	3.3%	1,194	4.1%	12	4.1%
15 - 19	27,959	20.2%	5,862	20.0%	47	16.1%
20 - 24	23,024	16.7%	5,160	17.6%	40	13.7%
25 - 29	13,178	9.5%	2,881	9.8%	23	7.9%
30 - 34	10,170	7.4%	2,184	7.4%	18	6.2%
35 - 39	8,811	6.4%	1,896	6.5%	19	6.5%
40 - 44	8,533	6.2%	1,851	6.3%	19	6.5%
45 - 49	7,041	5.1%	1,579	5.4%	15	5.1%
50 - 54	5,793	4.2%	1,337	4.6%	24	8.2%
55 - 59	3,765	2.7%	795	2.7%	9	3.1%
60 - 64	2,793	2.0%	623	2.1%	9	3.1%
65 - 69	2,098	1.5%	489	1.7%	9	3.1%
70 - 74	1,731	1.3%	375	1.3%	11	3.8%
75 - 79	1,466	1.1%	383	1.3%	10	3.4%
80 - 84	905	0.7%	217	0.7%	6	2.1%
85 +	503	0.4%	154	0.5%	3	1.0%
Missing	5,885	4.3%	730	2.5%	2	0.7%
Grand Total	138,094	100.0%	29,375	100.0%	292	100.0%

There were 292 crash-related fatalities during 2001. Figure 2.07 shows that over one-quarter of the fatalities (30%) occurred among those aged 15 to 24 years. The largest number of fatalities for males occurred in the 20 to 24 year old age group, compared to the 15 to 19 year old group for females.

Figure 2.07 Age and Gender of Fatalities, Utah 2001

